Event

MPTS IJET RI 4101 – RI 4106 T-45

Mission

RADIO INSTRUMENTS

1.6 HOURS/X

ORM

RI 4101-06

- **OPERATIONAL REQUIREMENTS / LIMITATIONS**
  - **CREW REST/ CREW DAY / WORK WEEK**
  - **WARM-UP ELIGIBILITY**
  - **PREVIOUS FLIGHT COMPLETE?**
  - **IP CURRENCY**
  - **READ AND INITIAL**

- **HUMAN FACTORS**
  - **LIFE STRESSORS / EXTERNAL FACTORS/ PERSONAL PROBLEMS**
  - **MEDICAL STATUS**
    - **CREW DAY**
    - **CREW REST**
    - **NOURISHMENT**
    - **HYDRATION**

- **HAZARDS AND CONTROLS**
  - **ROUTINE**
  - **WEATHER**
    - **CURRENT OBSERVATIONS AND FORECASTS**
    - **CROSSWINDS**
    - **FUEL CONSIDERATIONS**

TTO

RI 4101-06

- **WHO WILL CALL A TTO?**

- **WHAT SITUATIONS WILL THE TTO BE CALLED?**
  - **SAFETY**
  - **CONFUSION**
  - **MISUNDERSTANDING**

- **IP RESPONSIBILITIES**
  - **RECOGNIZE THE NEED FOR A TTO**
  - **EXPLANATION / INSTRUCTION AS NECESSARY**
  - **DOCUMENTATION ON ATF**

- **WHEN AND HOW WILL TRAINING RESUME?**

SSR/DISCUSS ITEMS

RI 4101-06

- **SPECIAL SYLLABUS REQUIRMENTS:**
  - **NONE**

- **PREREQUISITES**
  - **RI 3204**

- **DISCUSS ITEMS:**

  RI 4101- 4106

  - **NATOPS/SOP/EP QOD**

SYLLABUS NOTES

RI 4101-06

A. FLY EVENTS FROM THE REAR COCKPIT WITH HOOD.

B. STUDENTS SHALL CONTACT THEIR IP PRIOR TO BRIEF TO DETERMINE THE ROUTE OF FLIGHT TO PLAN.

C. STUDENTS SHALL BRING A COPY OF A COMPLETED DD-175 AND JET LOG TO THE BRIEF FOR IP USE DURING THE FLIGHT.

D. DURING THIS BLOCK, STUDENTS MUST FLY AT LEAST THE APPROACHES LISTED BELOW:

- **HI ALT PENETRATION 3**
- **TCN/VOR DME 2 FULL PANEL/2 PARTIAL PANEL**
- **ASR 2 PARTIAL PANEL**
- **ILS 2 FULL PANEL/2 PARTIAL PANEL**
- **PAR 2 FULL PANEL/1 PARTIAL PANEL**
- **LOW OIL APPROACH 2**

SYLLABUS NOTES

RI 4101-06

D. APPROACHES CONTINUED:

- **MIN FUEL/EMERG FUEL APPR 2**
- **NO-GYRO GCA 2**

E. DISCUSS AND INTRODUCE A CIRCLE-TO-LAND APPROACH IF ABLE ON ONE FLIGHT IN THIS BLOCK. EMPHASIS SHALL BE PLACED ON INSTRUMENT-TO-VISUAL SCAN PROCEDURES.

- **ADVISE YOUR IP – HOW MANY/WHAT TYPE OF APPROACHES REMAIN PRIOR TO END OF BLOCK.**

ADMIN (CARD)

RI 4101-06

- **A/C – ATC C/S – CREW**
- **BRIEF / WALK / TAKEOFF / LAND TIMES**
- **ATC CLEARANCE / DD-175**
- **FUEL PLAN/LADDER**
- **LINE / T/O / ABORT / RPM**
- **COMM PLAN**
- **NAV PLAN**

ADMIN

RI 4101-06

- **LAUNCH**
  - **WEATHER / NOTAMS / TFR / BASH**
  - **PREFLIGHT / START / TAXI**
  - **ITO**
  - **SWAPPING OF CONTROLS**
  - **ENROUTE PROCEDURES**
  - **RADALT USAGE**

- **RTB**
  - **RECOVERY**
  - **DIVERTS**

CONDUCT

RI 4101-06

- **TIMS RESUME REVIEW**
- **REVIEW APPROACH TRACKER**
- **PRACTICE:**
  - **CHECKLISTS/GROUND OPS**
    - **INST CHECKLISTS**
  - **IFR CLEARANCES**
  - **TAKEOFF/DEPARTURE**
  - **INST COMM**
  - **ENROUTE NAVIGATION**
  - **PT-TO-PT NAVIGATION**
  - **HOLDING**
  - **HI ALT PENETRATION**

CONDUCT

RI 4101-06

- **PRACTICE CONTINUED:**
  - **TCN/VOR DME APPROACH**
  - **PARTIAL PANEL TCN/VOR DME APPROACH**
  - **PARTIAL PANEL ASR APPROACH**
  - **ILS APPROACH**
  - **PARTIAL PANEL ILS APPROACH**
  - **PAR APPROACH**
    - **GCA PROCEDURES**
    - **GCA PATTERN FIGURE**
  - **PARTIAL PANEL PAR APPROACH**
  - **PARTIAL PANEL GCA APPROACH**
  - **LOW OIL APPROACH**

CONDUCT

RI 4101-06

- **PRACTICE CONTINUED:**
  - **MIN/EMERGENCY FUEL APPROACH**
  - **NO-GYRO GCA**
  - **CIRCLING APPROACH**
  - **PARTIAL PANEL MISSED APPROACH**

DID YOU KNOW?

•ON A CIRCLING APPROACH, YOU SHALL NOT DESCEND BELOW MDA UNTIL WITHIN 30 DEG OF RWY HDG ON FINAL APPROACH, AND ACHIEVE RWY ALIGNMENT PRIOR TO DESCENT BELOW 300 FT AGL.

•A LOCALIZER-TYPE DIRECTIONAL AID (LDA) APPROACH IS ESSENTIALY A LOCALIZER APPROACH OFFSET FROM RWY CENTERLINE BY AT LEAST 3 DEG.

•THE PILOT IN COMMAND HAS THE FINAL AUTHORITY TO ACCEPT OR DECLINE ANY LAND AND HOLD SHORT (LAHSO) CLNC. PILOTS ARE EXPECTED TO DECLINE A LAHSO CLNC IF THEY DETERMINE IT WILL COMPROMISE SAFETY.

BLOCK MIF

RI 4101-06

CTS REF	MANEUVER	RI4106
1	General Knowledge/Procedures	4+
2	Emergency Procedures	3+
3	Headwork/Situational Awareness	3+
4	Basic Airwork	4+
5	Mission Planning/Briefing/ Debriefing	4+
6	Communications	3+
7	Ground Operations	4+
8	Flight Admin	3+
10	Takeoff	1+
11	Departure	4+
12	Enroute Navigation	3+
12	Point-to-Point Navigation	3+
15	Holding	4+
16	High Altitude Penetration	4+
18	TACAN/VOR DME Approach	4+
18 5	Partial Panel TACAN/VOR DME Approach	3+
18 5	Partial Panel ASR Approach	3+
17	ILS Approach	4+
17 5	Partial Panel ILS Approach	3+
17 5	PAR Approach	4+
17 5	Partial Panel PAR Approach	3+
17 18 5	Partial Panel GCA Approach	3+
21	Low Oil Approach	3+

CTS REF	MANEUVER	RI4106
21	Min/Emergency Fuel Approach	3+
17	No-Gyro GCA	3+
19	Circling Approach	1
20	Missed Approach	4+
20 5	Partial Panel Missed Approach	3+

Emergencies

RI 4101-06

- **AIRCRAFT FALLOUT**
- **CLEAR ENGINE PROCEDURE**
- **ABORTED TAKEOFF**
- **RWY DEP / LOSS OF DIRECTIONAL CONTROL**
- **SYSTEM FAILURES/ EPs / CRM**
- **BIRD STRIKE/ MIDAIR**
- **RADIO/ ICS FAILURE**
- **LOSS OF NAVAIDS / LOST PLANE**
- **INADVERTENT IMC / LOST SIGHT / LCLS**
- **DISORIENTATION / VERTIGO**
- **HYPOXIA**
- **EJECTION (HIGH / LOW / GROUND)**
- **SAR / ON SCENE COMMANDER**
- **DIVERT(S) / BINGO FUEL TO DIVERT**

STANDARD DEBRIEFING FORMAT

RI 4101-06

- THE FLIGHT LEAD OR PILOT-IN-COMMAND IS RESPONSIBLE FOR ENSURING ALL FLIGHT OR CREWMEMBERS ARE THOUROUGHLY DEBRIEFED ON THE CONDUCT OF THE MISSION UTILIZING THE "S-P-B-E-MS-LL" FORMAT OUTLINED BELOW.

I. SAFETY
II. PLANNING
III. BRIEF
IV. EXECUTION
V. MISSION SUCCESS
VI. LESSONS LEARNED